

SITE MANAGEMENT PLAN

APPLICANT

Mr Mohammad Rafiq

Site location

Crystal Shine Motors Ltd
Unit 2 Smithfield Enterprise Estate
Whitworth Street East
M11 2NQ

Previous application History

Validated 29th of January 2020
Ward Clayton and Openshaw
Planning application number 125745/FO/2019

Reasons for resubmission

Change of appointed agent to Mr C Marsden of:
Plans 2 Extend Ltd

PROPOSAL:

To provide an MOT testing Station & repair centre

Proposed manning levels

Two full time skilled employees
One part time employee

Working floor space area 2500 square Feet

250 square feet of viewing and waiting area
250 square feet of mezzanine area
Toilet and washing facilities

Qualification of applicant

The applicant qualified over 21/2 years ago to undertake inspections of class 4 vehicles.
VOSA registration number STTA00019733

Professional planning and building control drawings designed within budget

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Company No: 09784974

Proposed hours of business

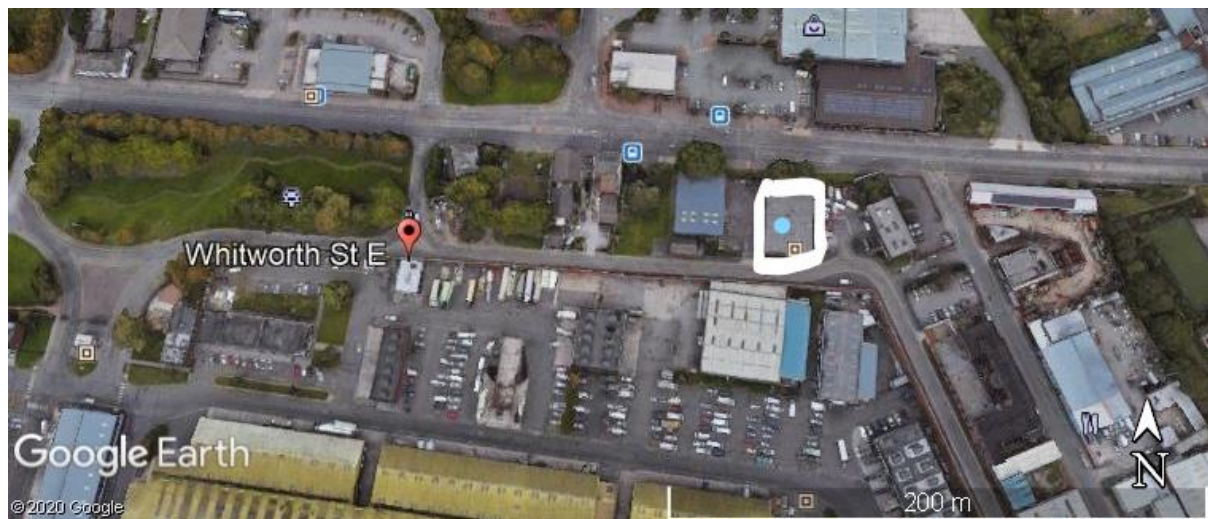
Monday- Friday 0900 hours - 1800 hours

Saturday 0900 hours - 1800 hours

SITE LOCATION

The site is located within the Smithfield Enterprise Zone. It is set on the left side of the one way traffic system of Whitworth Street East. The application site is completely self-contained within a secured boundary, with a gated access and security fencing. Two other non-conflicting companies also occupy the shared boundaries. There are no residential properties within this business park. To the North of the application site is the A635 Ashton old Road, which runs parallel to Whitworth Street East.

The business park boasts a well-balanced layout of lawns trees and shrubbery which provides natural habitats for the local wild life. The business park is well maintained with carefully position trees bordering the busy A635 trunk road into Manchester, these trees help to reduce the impact of noise pollution from this main arterial route into the city centre, and other areas of interest.



SITE LOCATION EDGED IN WHITE*

MOT TESTING STATION

There are over 21000 authorized testing stations in England and Wales. With 3 of these MOT testing stations set within the district of Openshaw.

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LEGAL REQUIREMENTS

There are a number of legal requirements to set up a testing station. You Need:

Suitable Premises

Approved equipment

An authorized examiner.

The AE authorized examiner is responsible for making sure that:

MOT test are properly conducted

The test facilities and equipment are checked and well maintained

MOT documents are correctly stored and access to electronic

MOT test systems is only given to eligible users

The MOT testers are assessed correctly and complete training and assessments

DVSA staff have access to the premises for checks on staff and equipment

DVSA is informed about significant changes to the business within 7 days.

START MOT TESTING

Before you can carry out an MOT testing you also need:

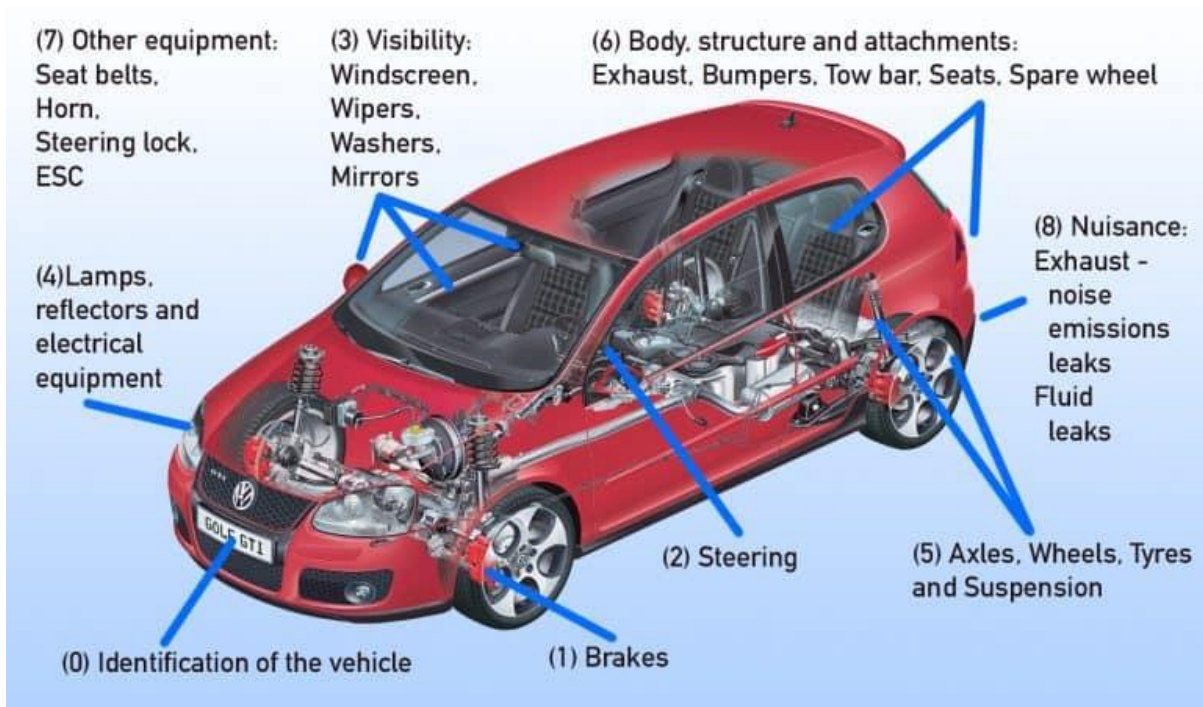
An MOT business manager who is in charge of all MOT testing by the business.

The MOT business manager must take an approved course at an MOT Test Centre Management

THE APPLICANT MR MOHAMMAD RAFIQ FULFILS ALL THE REQUIREMENTS SET OUT ABOVE
THE APPLICANT CAN UNDERTAKE MOT TEST TO CLASS 4

The new MOT testing site will have all the modern testing equipment necessary to provide a 5 star facility.

SOME EXAMPLES OF AN MOT TEST CHECK



THE PREMISES

The applicant has secured a 6 year lease which is extendable.

This modern building has all the necessary facilities required for a MOT test centre

The exterior fabric of the building is made up of bricks and metal cladding.

The premises have high security fencing with a lockable gated access.

There is a fire exit set to the rear elevation that leads onto a large platform with stone steps

Access into the building is via a security door with roller shutter access for vehicles.

The roof is a shallow pitched roof made up of corrugated sheet metal

The premises are serviced with Electricity and Water.

The internal lighting is modern that meets all the requirements of the applicant

The application site is adjacent to a small vehicle repair centre which will not have any impact on the proposed MOT centre.

There is a washing area toilet facilities & utility room

A viewing and waiting room area has been allocated for the centres customers.

All MOT testing documents will be kept in a secured office location on the ground floor.

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PARKING AREA

The Applicant resides within a five minute walk from application site and will not need to use a vehicle, neither will the full time or part time employee. The centre will also provide 6 parking spaces for clients, the location of the dedicated parking areas are set out on the plans provided Plans 2 Extend Ltd. Four more vehicles can be safely kept within the large premises overnight, and to cover any worst case scenarios a further two vehicles can be placed directly in front of the shutters

The Plans will provide for a access route to the MOT bay, floor markings will set out the designated route of the vehicle when it will transmit the pathway set out by the applicant. Subject to the success of the MOT test centre the applicant can and will provide further parking accommodation, please refer to the image below, The centre will provide a well signed parking area strictly for the use of the centres MOTs.



BEND PACK H - ELEVATION PLATFORM

This type of parking is the modern answer to restricted parking it is available in multiple sections. it is safe and reliable. If necessary the applicant can accommodate a larger number of vehicles

NOISE POLLUTION

A balance has to be reached between the positives and negative attributes arising from a proposed development of an existing commercial building in a sustainable location. The application site is set within a commercial setting of businesses. There are no residential properties within the immediate area, therefore It does not have any impact upon any residential properties or their amenities. the main A635 trunk road runs parallel to the site and in mitigation the impact of noise pollution is reduced due to the positioning of trees along the side of the building.

The testing station is not the type of activity that will emit noise pollution, save that 1 test item namely the sounding of the car horn. This test has been controlled since 1926, and is limited to a very short test to ensure that the vehicle meets the required European- wide noise standard. Limits which have been progressively reduced from 82 dB (A) to the current limit of 74 dB (A) which was established in 2016. The noise levels by 2026 will be 68 dB (A)

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It is the opinion of the applicant that there will be no detrimental effects upon residents and highway safety or neighbouring commercial buildings and Therefore we respectfully suggest that the proposal should be approved.

WASTE DISPOSAL

No hazardous waste will be stored or will be needed by the MOT centre. There will be no waste of any description arising from the testing of a vehicle for the MOT. The Company has a commercial waste company that provides and collects any waste from the MOT centre

METHOD OF PRODUCTION

The applicant will provide an appointment system for the processing of vehicles through the MOT process. The actual MOT inspection takes 40 minutes, a further 20 minutes is required to complete registration of the documentation. The application site will be open from 0900 hours until 1800 hours therefore a maximum of 8 vehicles can be processed within this time frame. Clients will also be allowed a few options.

A) they can await the results of the MOT test in the waiting room/viewing room

B) The vehicle can be left at the appointed time in the MOT vehicle holding area and be collected one hour later.

C) the vehicle can be left overnight if the vehicle is registered for an appointment the next day at 0900 hours and 1000 hours.

Like all appointment systems the parking regime is dependent on the reliability of the client turning up when the MOT has been completed.

The applicant has taken the precaution of providing 6 parking bays, excluding the facilities of availability within the internal floor space of the MOT centre. The centre can accommodate a further 6 vehicles. Therefore the Centre will never be overwhelmed and the available number of parking spaces available will not be compromised.

THE APPLICATION SITE WILL NOT PROVIDE ANY OTHER SERVICE OTHER THAN MOTs FOR CLASS 4 VEHICLES SAVE REPLACING BREAK PADS REPLACING BREAK DISCS REPLACING HANDBRAKES REPLACING BULBS & TOPPING UP OF SCREEN WASH -

Vehicles that fail the MOT test for reasons other than the above can be driven from the MOT testing station but only to a garage that can carry out the repairs.

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The MOT testing centre Crystal Shine Motors Ltd cannot accommodate any recovery vehicles to collect vehicles from their site. 'Broken down' vehicles will not be allowed to be delivered to the centre.

The NPPF STATES:

The presumption in favour of sustainable development

Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

- a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area or:
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or:
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The Applicant respectfully concludes that the application provides and fulfils the requirements of the LPA and recommends that the LPA approve the application.

REPORT PROVIDED BY



A handwritten signature in blue ink, appearing to read "Chris Marsden".

Chris Marsden
Director –
Plans 2 Extend Ltd

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